



San Bernardino Associated Governments

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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
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AGENDA

Administrative Committee Meeting

December 10, 2008

9:00 a.m.

Location

SANBAG

Super Chief Conference Room
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA

Administrative Committee Membership

Chair – SANBAG Vice President

Mayor Paul Eaton
City of Montclair

SANBAG President

Supervisor Gary Ovitt
County of San Bernardino

SANBAG Past President

Mayor Lawrence Dale
City of Barstow

Mt./Desert Representatives

Mayor Rick Roelle
Town of Apple Valley

Mayor Mike Leonard
City of Hesperia

Supervisor Brad Mitzelfelt
County of San Bernardino

East Valley Representatives

Council Member Bea Cortes
City of Grand Terrace

Mayor Patrick Morris
City of San Bernardino

Supervisor Josie Gonzales
County of San Bernardino

West Valley Representatives

Council Member Gwenn Norton-Perry
City of Chino Hills

Mayor Dennis Yates
City of Chino

Supervisor Paul Biane
County of San Bernardino

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

***As a Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

Administrative Committee Meeting

December 10, 2008

9:00 a.m.

Location: SANBAG, Super Chief Conference Room, 1170 W. 3rd Street, 2nd Floor,
San Bernardino

CALL TO ORDER 9:00 a.m..
(Meeting Chaired by Paul Eaton)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Anna Aldana

Notes/Actions

- 1. Possible Conflict of Interest Issues for the Administrative Committee Meeting December 10, 2008. Pg. 5**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by member request.

Administrative Matters

- 2. Attendance Register Pg. 6**
A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.
- 3. Procurement Report for November 2008 Pg. 8**
Receive Monthly Procurement Report. William Stawarski

Discussion Items

Administrative Matters

4. **Final Encumbrances for FY 2007-2008** Pg. 10

Approve final encumbrances to be formally incorporated into SANBAG's 2008-2009 Budget. **William Stawarski**

Transportation Programs & Fund Admin.

5. **Local Transportation Fund Apportionments – Fiscal Years 2008/2009 and 2009/2010** Pg. 13

Receive Information and Provide Direction. **Mike Bair**

Program Support/Council of Govts.

6. **Fiscal Year 2010 Federal Appropriations** Pg. 16

Approve projects and prioritization for Fiscal Year 2010 Federal Appropriations.. **Jennifer Franco**

7. **Guidelines for Identifying Potental Projects for the Multi-Year Federal Transportation Reauthorization Bill** Pg. 31

1. Approve guidelines for identifying potential projects for federal reauthorization (Attachment #1); and
2. Receive update on input from SANBAG's policy committees. **Jennifer Franco**

Comments from Committee Members

Public Comment

ADJOURNMENT

Additional Information

Acronym List

Pg. 35

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on "Request to Speak" forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may "Call for the Question."
- Upon a "Call for the Question," the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair's discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair's direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 1

Date: December 10, 2008

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		None	

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

*

*Approved
Administrative Committee*

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

ADMINISTRATIVE COMMITTEE ATTENDANCE RECORD - 2008

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Biane Board of Supervisors	X	X	X		X	X	X	X	X			
Robert Christman City of Loma Linda	X	X	X	X	X							
Patrick Morris City of San Bernardino												
Mike Leonard City of Hesperia	X	X	X	X	X	X		X	X	X	X	
Bea Cortes City of Grand Terrace	X	X		X	X	X		X	X	X	X	
Lawrence Dale City of Barstow	X	X	X		X	X	X	X	X	X		
Paul Eaton City of Montclair	X	X		X	X	X	X	X	X	X	X	
Josie Gonzales Board of Supervisors			X	X	X	X						
Dennis Hansberger Board of Supervisors	X	X	X			X						
Brad Mitzelfelt Board of Supervisors	X	X		X		X		X	X		X	
Gary Ovitt Board of Supervisors	X	X		X	X	X	X	X	X			
Dennis Yates City of Chino							X	X	X	X	X	
Gwenn Norton-Perry City of Chino Hills					X				X			
Rick Roelle Town of Apple Valley	X			X	X	X		X	X	X	X	

X = Member attended meeting.

* = Alternate member attended meeting. Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

ADMINISTRATIVE COMMITTEE ATTENDANCE RECORD - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Biane Board of Supervisors	X	X	X		X	X	X	X				X
Robert Christman City of Loma Linda	X	X		X	X	X	X	X	X	X	X	X
Kevin Cole City of Twentynine Palms	X	X	X	X	X	X	X					
Mike Leonard City of Hesperia											X	X
Bea Cortes City of Grand Terrace	X	X	X	X	X		X	X	X	X		X
Lawrence Dale City of Barstow	X	X	X	X	X	X	X	X	X	X	X	X
Paul Eaton City of Montclair		X		X	X	X	X	X	X	X		X
Josie Gonzales Board of Supervisors	X		X	X	X		X	X				X
Dennis Hansberger Board of Supervisors	X	X		X	X		X	X		X	X	X
Brad Mitselfelt Board of Supervisors	X	X		X						X		
Gary Ovitt Board of Supervisors	X	X	X	X		X	X		X		X	X
Gwenn Norton-Perry City of Chino Hills		X	X	X	X			X		X	X	X
Rick Roelle Town of Apple Valley	X	X	X		X	X		X	X	X		X

X = Member attended meeting.

* = Alternate member attended meeting. Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: December 10, 2008

Subject: Procurement Report for November 2008

Recommendation: Receive Monthly Procurement Report.

Background: The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or designee, is authorized to approve Purchase Orders up to an amount of \$25,000. All procurements for supplies and services approved by the Executive Director, or his designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

Attached are the purchase orders in excess of \$5,000 to be reported to the Administrative Committee for the month of November 2008.

Financial Impact: This item imposes no impact on the FY 2008/2009 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item is scheduled for review by the Administrative Committee on December 10, 2008.

Responsible Staff: William Stawarski, Chief Financial Officer

*Approved
Administrative Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

PURCHASE ORDERS ISSUED FOR November 2008

	Vendor	Purpose	Sole Source Y/N	Amount
P09119	City of San Bernardino	Equipment and operators for brush clearing on I-215 from Baseline to University.	Yes – The City requested participation in the brush clearing since Caltrans has deferred maintenance on this portion of the freeway due to future construction.	15,000.00
P09129	Costello Consulting	Project Management Services for various grade separation projects, the Tippecanoe project, and interagency coordination.	Yes – A recent loss of project managers precipitates this need. Mr. Costello was the most qualified and immediately available for this short-term assignment. He is familiar with local issues and resolutions.	25,000.00
			TOTAL PURCHASE ORDERS ISSUED	\$40,000.00

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: December 10, 2008

Subject: Final Encumbrances for FY 2007-2008

Recommendation:* Approve final encumbrances to be formally incorporated into SANBAG's 2008-2009 Budget.

Background: SANBAG's Budget for Fiscal Year 2008-2009 for new activity was adopted by the Board of Directors on June 4, 2008. The encumbrances (commitments related to unperformed contracts for goods or services from the previous Fiscal Years) are presented for approval to be formally incorporated into SANBAG's FY 2008-2009 Budget.

The following attachment provides a summary of task activities, by task manager, that will have an encumbrance carried over and added to the previously approved budget.

Financial Impact: Encumbrances totaling \$89,982,428.21 will be formally incorporated into SANBAG's FY 2008-2009 Budget.

Reviewed By: This item is scheduled for review by the Administrative Committee on December 10, 2008.

Responsible Staff: William Stawarski, Chief Financial Officer

*

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

FY 2007/2008 Encumbrances

TASK	TASK DESCRIPTION	TOTAL	TASK MANAGER
<u>Indirect Task</u>			
IAM08	Indirect Management Services	\$ 57,146.77	D Barmack
<u>Program Support/Council of Governments</u>			
50308000	Legislation	2,831.00	J Franco
80508000	Building Operations	60,822.00	W Stawarski
80608000	Building Improvements	501,841.00	W Stawarski
94208000	Financial Management	324,262.00	W Stawarski
<u>Project Development Program</u>			
81508000	Measure I Program Management	452,114.40	G Cohoe
81808000	Rt 71 Landscape Design/ Construction	299,821.61	G Cohoe
82008000	SR-210 Final Design	20,149.00	G Cohoe
82208000	SR-210 Right of Way Acquisition	175,000.00	G Cohoe
82408000	SR-210 Construction	2,989,877.00	G Cohoe
82508000	I-10 Corridor Project Development	663,387.00	G Cohoe
82608000	I-10 Citrus/I-10 Cherry IC	2,343,803.00	G Cohoe
83008000	Redlands Rail Extension	1,409,770.00	G Cohoe
83408000	I-215 Final Design	255,922.00	G Cohoe
83608000	I-215 Right of Way Acquisition	26,236,228.00	G Cohoe
83808000	I-215 Construction	13,307,922.76	G Cohoe
84008000	I-215 Barton Road Interchange	341,367.00	G Cohoe
84208000	I-10 Tippecanoe Interchange	83,066.00	G Cohoe
84308000	I-10 Live Oak Canyon	2,585,577.89	G Cohoe
84508000	I-215 Mt. Vernon/Washington Interchange	234,226.00	G Cohoe
86008000	I-10 Lane Addition-Redlands	3,171,255.55	G Cohoe
86208000	I-10 Westbound Lane Addition - Yucaipa	257,862.00	G Cohoe
87008000	Hunts Lane Grade Separation	213,543.00	G Cohoe
87108000	State Street/University Parkway Grade Separation	2,091,811.00	G Cohoe
87208000	Ramona Ave Grade Separation	1,600,000.00	G Cohoe
87308000	Valley Blvd Grade Separation	602.00	G Cohoe
87908000	Colton Crossing BNSF/UPRR Grade Separation	450,000.00	G Cohoe
88008000	I-15/I-215 Devore Interchange	456,921.00	G Cohoe
FPSD1034	Fluor Daniel Contract	4,064,972.00	G Cohoe

<u>Regional Quality of Life Program</u>		
11208000	Regional Growth Forecast Development	109,224.00 T Schuiling
70208000	Call Box System	4,574.99 M Kirkhoff
70408000	Freeway Service Patrol/State	20,128.24 M Kirkhoff
<u>Subregional Trans. Planning & Programming Program</u>		
20308005	Congestion Management General	6,210.00 T Schuiling
60908000	Agency Strategic Planning	157,351.00 T Schuiling
70108000	Valley Signal Coordination Program	3,719,884.00 T Schuiling
94108000	Mt/Desert Plan & Project Development	1,064,099.00 D Barmack
<u>Transit/Commuter Rail Program</u>		
30908000	General Transit	231,505.00 M Bair
31608000	Barstow-County Transit	27.00 M Bair
31908000	Social Service Trans Plan	23,693.00 M Bair
35208000	General Commuter Rail	602,654.00 M Bair
37708000	Commuter Rail Operating Expenses	1,706,943.00 M Bair
37908000	Commuter Rail Capital Expenses	15,868,187.00 M Bair
38008000	Redlands Rail Extension	847,790.00 M Bair
38108000	Gold Line Phase II	291,272.00 M Bair
50108000	Fed Transit Act Programming	13,750.00 M Bair
<u>Transportation Program & Fund Admin. Program</u>		
50208000	TDA Administration	195,965.00 M Bair
50408000	Measure I Admin -Valley	165,556.00 W Stawarski
50508000	Measure I Admin - Mt/Desert General	29,750.00 D Barmack
51308000	Measure I Valley E & D	271,764.00 M Bair
		<u>\$89,982,428.21</u>

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: December 10, 2008

Subject: Local Transportation Fund Apportionments – Fiscal Years 2008/2009 and 2009/2010

Recommendation:* Receive Information and Provide Direction

Background: Around this time of each year, SANBAG staff develops an estimate of the Local Transportation Fund (LTF) revenue for the next fiscal year as well as the possibility of revising the current year estimate and submits those estimates to the San Bernardino County Auditor/Controller for their concurrence. As of the month of November, the actual amount of LTF revenue received over the first five months is 5% below the adopted estimate and the monthly percent difference from the prior period has been increasing.

Therefore, staff is recommending to the Auditor/Controller a ten percent (10) reduction of LTF receipts during the current fiscal year. The adopted apportionment of \$76,140,000 would be reduced by \$7,614,000. The current year adopted apportionment did not include the estimated prior year carryover of \$1,165,755 that the Board approved as a current year reserve. Based on the preliminary audit for Fiscal Year 2007/2008 the prior year carryover has been increased by \$503,634 for a new total of \$1,669,389. Staff is recommending that the estimated carryover be added to the current year apportionment for a revised apportionment of \$70,195,389. By including the prior year carryover, the

Approved
Administrative Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

reduction in the revised LTF apportionment is reduced to \$5,944,611. Attachment A provides a comparison of the adopted and revised LTF apportionment for the current fiscal year.

For Fiscal Year 2009/2010, staff is recommending a one and a half percent (1.5%) increase over the revised estimated LTF receipts of \$68,523,000 or \$69,553,890. The estimate is considered conservative and is based on the expectation that the economy will begin to improve by the first half of 2010.

There is no action required by the Administrative Committee or Board at this time. Staff will bring this item back for Committee review and recommendation at its January 2009 meeting. The Board is to approve the revised Fiscal Year 2008/2009 and new Fiscal Year 2009/2010 LTF apportionments in February, 2009.

Financial Impact: The revised apportionment, if adopted by the Board in February 2009 does not have an effect on the adopted SANBAG budget as there is a sufficient amount of prior year LTF apportioned for county transportation commission planning to offset the projected reduction of \$178,338. The amount of LTF Article 3 (pedestrian and bicycle) available in the "Call for Projects" the Board approved for release this month does include the projected decline in current year revenues.

Reviewed By: This item is scheduled for review by the Administrative Committee on December 10, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Attachment A
San Bernardino County Local Transportation Fund
Fiscal Year 2008-2009
Revised Apportionments

	APPORTIONMENT	REVISED APPORTIONMENT	DIFFERENCE		
Prior Year Reserve/Estimated Unapportioned Carryover	\$ 1,165,755	\$ 1,669,389	\$ 503,634		
Estimated Annual LTF Receipts	\$ 76,140,000	\$ 68,526,000	\$ (7,614,000)		
Fund Reservation	\$ (1,165,755)		\$ 1,165,755		
Total Estimated Funds Available	\$ 76,140,000	\$ 70,195,389	\$ (5,944,611)		
Auditor's Administrative Cost	\$ 20,000	\$ 20,000	\$ -		
SANBAG's Administrative Cost	\$ 550,000	\$ 550,000	\$ -		
County Transportation Commission Planning	\$ 2,284,200	\$ 2,105,862	\$ (178,338)		
SCAG Planning	\$ 123,300	\$ 123,300	\$ -		
Resulting Balance	\$ 73,162,500	\$ 67,396,227	\$ (5,766,273)		
Article 3 (SB821) Program	\$ 1,463,250	\$ 1,347,925	\$ (115,325)		
Balance Available for Apportionment	\$ 71,699,250	\$ 66,048,303	\$ (5,650,947)		
	Population	Percentage	APPORTIONMENT	REVISED APPORTIONMENT	DIFFERENCE
Valley	1,480,347	72.9949%	\$ 52,336,829	\$48,211,923	\$ (4,124,906)
Adelanto	27,139	1.3382%	\$ 959,484	\$883,863	\$ (75,621)
Apple Valley	70,297	3.4663%	\$ 2,485,311	\$2,289,432	\$ (195,879)
Barstow	23,599	1.1637%	\$ 834,329	\$768,572	\$ (65,757)
Big Bear Lake	6,207	0.3061%	\$ 219,445	\$202,150	\$ (17,295)
Hesperia	85,876	4.2345%	\$ 3,036,097	\$2,796,809	\$ (239,289)
Needles	5,759	0.2840%	\$ 203,606	\$187,559	\$ (16,047)
Twentynine Palms	24,830	1.2244%	\$ 877,851	\$808,663	\$ (69,187)
Victorville	102,538	5.0561%	\$ 3,625,173	\$3,339,456	\$ (285,717)
Yucca Valley	21,044	1.0377%	\$ 743,999	\$685,361	\$ (58,638)
County - Unincorporated	180,377	8.8943%	\$ 6,377,127	\$5,874,516	\$ (502,611)
Total	2,028,013	100.0000%	\$ 71,699,250	\$66,048,303	\$ (5,650,947)

Population Source: State Controller Motor Vehicle Fee 1/2007

SANBAG's Administrative Cost includes TDA Administration, Claimant Fiscal/Compliance Audits & Triennial Performance Audits
 SCAG Planning Cost (if applicable) apportioned to Commission counties based on LTF Revenue Estimates
 Estimated Annual LTF Receipts per SANBAG/County Auditor 12/2007

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: December 10, 2008

Subject: Fiscal Year 2010 Federal Appropriations

Recommendation:* Approve projects and prioritization for Fiscal Year 2010 Federal Appropriations

Background: The U.S. Department of Transportation (USDOT) recently updated figures showing that the Highway Trust Fund (HTF) received \$3 billion less than it collected in Fiscal Year (FY) 2008. The primary federal funding source for transportation projects is derived from the federal excise tax on gasoline, which is transferred to the HTF. Funding for federal transportation programs is adjusted, as needed, based on the solvency of the HTF.

Due to the diminishing revenues in the HTF, SANBAG encourages the Board to advocate for a permanent solution to keep the fund solvent. Additionally, SANBAG encourages the Board to continue advocating for the same projects submitted to Congress for inclusion in the annual Transportation, Housing and Urban Development (THUD) appropriations bill. Continuing support for such projects will illustrate the region's commitment to these projects.

The projects listed in Attachment #1, reflect SANBAG's commitment to address hours of delay and congestion relief along two major highway corridors – those

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*Approved
Administrative Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

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Attachment:
ADM0812A1-JF
50309000

corridors being I-10 and I-15. Additionally, the attached project list represents projects that might be eligible for specialized funds and includes projects that will provide a regional benefit. Also, during November's Administrative Committee meeting, Committee Members recommended the inclusion of a project in Congressman Miller's district since no other project was identified within his jurisdiction. The project recommended for inclusion in SANBAG's FY 2010 appropriations list was Chino Corona Road, which is a critical motorist safety project (please note: a project description of this project is provided in Attachment #1).

Please recognize that when a list of projects is submitted to Congress, SANBAG officials will be asked by our delegation offices to rank them in priority order. Last year, the Board approved prioritizing projects for Senator Dianne Feinstein and Senator Barbara Boxer; however, prioritization is also necessary for all project submittals to our House of Representatives.

Attachment #1 is organized in priority order per Congressional Member. The justification for the recommended priority order for FY 2010 appropriations corresponds with SANBAG's approved projects for the state's Proposition 1B, Trade Corridors Improvement Fund (TCIF) and projects that are eligible for specialized funds.

For projects submitted to Senator Feinstein and Senator Boxer, typically only two to three projects are accepted. As such, the SANBAG staff recommends submitting the following projects (listed in priority order):

1. I-15 Corridor: Devore Interchange Improvements
2. I-10 Corridor: Cherry/Citrus Improvement Project
3. High Desert Corridor: Phase I/Interchange Project

A Primer on the Annual Federal Appropriations Process

The annual federal appropriations process will begin in late January and it is directly linked to the annual discretionary spending decisions made by Congress. Each year, 12 different federal appropriations bills are used to formulate the federally approved budget. Based on this structure, SANBAG seeks funds from the annual THUD appropriations bill. Starting in 2009, Congress will be working on the FY 2010 THUD bill.

SANBAG's Evaluation of the Appropriations Process

Each year, SANBAG is guided by its board approved legislative platform to seek legislative remedies for transportation policy and funding of transportation infrastructure projects. Additionally, SANBAG annually adopts a list of specific projects to advocate for as a part of the federal appropriations process. Since the passage of SAFETEA-LU, SANBAG staff – along with the assistance of Van Scoyoc Associates, SANBAG's federal advocates – has tracked a trend whereby earmarks for discretionary funding provided by the annual appropriations process continue to be extremely competitive.

- FY 2007: Congress did not complete a transportation appropriations bill, choosing to fund programs through a year-long Continuing Resolution. In the absence of legislation, discretionary spending was left to the Department of Transportation.
- FY 2008: SANBAG received over \$4 million in earmarked funds in the transportation appropriations bill. This was in addition to the FY 2008 funding provided by SAFETEA-LU, the current surface transportation bill.
- FY 2009: Congress passed a Continuing Resolution which funds the federal government through March 5th. House and Senate Appropriations conferees are expected to work to pass final versions of the FY 2009 bills in January.

SANBAG's Congressional delegation includes Senator Feinstein, Senator Boxer, Congressman Baca, Congressman Dreier, Congressman Lewis, Congressman McKeon and Congressman Miller. For the FY 2008 THUD appropriations bill, most of our Congressional delegates supported one to three of this region's requests for discretionary funds. At time of print for this agenda item, no funding decisions have been made by Congress for the FY 2009 THUD appropriations bill.

Current Political Factors Affecting the Appropriations Process

During this past legislative cycle, the National Surface Transportation Policy and Revenue Study Commission, also known as the 1909 Commission, issued a report that provided recommendations to Congress to increase the federal role for

transportation infrastructure. The report's recommendations for a \$0.25-\$0.40 federal gas tax increase was criticized by the Administration and some in Congress, signaling possible resistance to identifying revenue that will adequately fund transportation infrastructure needs for maintenance and new construction.

- The result of the recent elections will create changes in committee assignments and a change of legislative priorities. The extent of these changes is not yet known.
- Transportation as a federal priority continues to fall below other legislative priorities in Congress, such as the recent banking crisis.
- The Highway Trust Fund continues to fall short of funding needs as mandated by SAFETEA-LU. The fund was nearly bankrupt in September.
- If earmarks are provided in a given THUD appropriations bill, the number and the amount of such earmarks continues to shrink.

The Board's review of the projects listed above should be mindful that the annual appropriations process is extremely competitive and that projects submitted to Congress for federal appropriation are typically smaller requests than projects submitted for the multi-year transportation authorization bill.

SANBAG staff recommends including all projects listed above in the SANBAG advocacy effort for FY 2010 Appropriations.

Financial Impact: Funding for SANBAG's legislative program is consistent with the adopted SANBAG Budget Task No. 50309000. This item might have a potential positive impact on SANBAG's transportation programs.

Reviewed By: This item is scheduled for review by the Administrative Committee on December 10, 2008 for the second time. Previously, this item was reviewed by the Administrative Committee on November 12, 2008 (*Meeting chaired by Paul Eaton*) and by the Mountain Desert Committee on November 21, 2008 (*Meeting chaired by Brad Mitzelfelt*).

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

ATTACHMENT #1

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

During recent SANBAG Board meetings, Board members have stressed the importance of advocating for federal funds in a systematic approach, particularly in cases where federal funds might be used to leverage state funds, such as Proposition 1B and Measure I monies. The federal appropriations process is just one opportunity to seek funds from the federal government and, typically, Congressional members would like the money to be expended during the year funds are allocated. Mindful of the Board's direction, and in preparation for the next appropriations cycle for federal Fiscal Year (FY) 2010, the following projects are recommended for inclusion in SANBAG's federal advocacy plan:

FY 2010 Federal Appropriations – SANBAG Staff Recommendation

Congressional District	Project	Amount Requested
Baca	I-10 Corridor: Cherry/Citrus Improvement Project	\$3 million
Baca	San Bernardino Rapid Bus Project: sbX	\$4 million
Dreier	I-15 Corridor: Base Line Interchange	\$3 million
Lewis	Needles Highway (Public Lands Funds)	\$5 million
Lewis	I-15 Corridor: Ranchero Rd. Interchange	\$3 million
Lewis	Victor Valley Transit Facility	\$3 million
McKeon	I-15 Corridor: Devore Interchange Improvements	\$5 million
McKeon	High Desert Corridor: Phase I/Interchange Project	\$5 million
McKeon	I-15 Corridor: La Mesa Nisqualli Interchange	\$5 million
Miller	Motorist Safety Project: Chino Corona Road	\$3 million

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

Public Lands Highway Discretionary Program

- ***Needles Highway***
\$5 million (Lewis)

Project Description

Needles Highway is primarily a two-lane rural highway that runs North and South between the City of Needles and Laughlin, Nevada. Improvements to the highway are necessary for improved motorist safety, to reduce *Needles Highway, cont.*

road flooding and wash-outs. Previously the State of Nevada had allocated \$14 million to the project, \$7 million of which is to be spent on the California segments. Because of increased project costs, NDOT rescinded the \$7 million that was programmed for the California side to fund construction on the Nevada side of the highway. Discussions with Nevada are taking place to reprogram the Nevada contributions to the project.

Project History

SANBAG has allocated \$2,478,840 of Surface Transportation Program formula funds to the project, and the project has received \$5,834,701 in allocation of Public Lands and Highways funds. The project is included in SANBAG's Comprehensive Transportation Plan.

Project Status

The environmental approval should be complete by September 2009. Currently the project is funded through the environmental and design phases.

Budgetary Estimate Summary (in \$000's)

Project Phase	PA&ED
Construction Start Date	2010

Est. Total Project Cost:	\$60 million
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Funding Summary

Surface Transportation Program	\$2,478,840
Public Lands	\$5,834,701

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

Interstate Maintenance Program

- ***I-10 Corridor: Cherry/Citrus Improvement Project***
\$3 million (Baca)

Project Description

The portion of the I-10 Corridor that is located in San Bernardino County currently has the single greatest amount of vehicular delay of any interchange within the 43rd Congressional District and provides access to the heavy industrial areas of Ontario, Fontana, Rialto, Colton and San Bernardino County. This project will make operational and safety improvements to the city of Fontana. This project will increase traffic capacity along I-10 and greatly reduce traffic congestion. Additionally, the Cherry/Citrus Interchange Improvement Project will:

- Replace the existing five-lane Cherry Ave. bridge over I-10 with an eight-lane bridge and add one lane to each ramp
- Replace the existing four-lane Citrus Ave. bridge over I-10 with a seven-lane bridge and add one lane to each ramp
- Widen the existing Cherry Ave. bridge over the Union Pacific railroad from four lanes to eight lanes
- Widen the existing Citrus Ave. bridge over the Union Pacific railroad from three lanes to six lanes
- Provide improvements at the Cherry-Slover Intersection and improve the Cherry-Valley Intersection

Project History

The CTC approved the TCIF Baseline Agreements for these projects at its Oct 2008 meeting.

Project Status

Final Design (Plans, Specifications, and Estimates (PS&E)) started in May 2008 "at risk" and is ongoing. Final design started prior to environmental approval is considered at risk. SANBAG is the lead agency for PS&E. Environmental phase (Project Approval/Environmental Document (PA/ED)) is also ongoing concurrently with final design. PA/ED approval for Citrus Interchange is expected by the end of Nov 2008. PA/ED approval for Cherry Interchange is expected by March 2009. Both interchanges are recipients of TCIF funding for construction. The California Transportation Commission approved the Trade Corridors Improvement Fund (TCIF) Baseline Agreements for these projects at its October 2008 meeting.

Budgetary Estimate Summary (in \$000's)

Study Report	Fontana/Caltrans
Project Report	Fontana/County/Caltrans
Project Phase	PA/ED with concurrent Final Design
Construction Start Date	Citrus: April 2011 Cherry: August 2011
Number of possible jobs	100
Project Cost	Citrus: \$55 million Cherry: \$78 million

Est. Total Project Cost: \$133 million (in 2010 dollars)

Funding Summary (in \$000's)

State – STIP	\$3,908
State – TCIF	\$30,773
County	\$3,242
Measure I	\$1,823
Various – to be resolved	\$36,368
Total:	\$76,114

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***I-15 Corridor: Base Line Road Interchange***
\$3 million (Dreier)

Project Description

The Base Line Rd./I-15 Interchange is located just North of I-15/Foothill Blvd. Interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include two new bridge structures for the Southbound on/off ramps and constructing a loop ramp for Westbound Base Line Rd. to Southbound I-15. The project includes the replacement of the existing East Ave. overhead structure located North of the interchange, widening Base Line Rd. to provide two left turn lanes for Eastbound Base Line to the Northbound I-15.

Project History

The City has already invested \$6.2 million in local funds for right-of-way acquisition and \$1 million for preliminary engineering. All technical studies for the EIR have been completed and approved by Caltrans.

Project Status

SANBAG staff recommends requesting \$3 million for this project, which is an increase in comparison to last year's request amount of \$1.5 million. A higher request amount is being sought for this project due to an increase in construction costs; construction cost has increased approximately 25% during the last two years. The current estimated construction cost is \$30.4 million, and the total project cost is \$43.1 million. The total project cost includes the cost of preliminary engineering, acquiring right-of-way, and construction administration. The City of Rancho Cucamonga has already invested \$6.2 million in local funds for right-of-way acquisition and \$1 million for preliminary engineering. All technical studies for the Environmental Impact Report (EIR) have been completed and approved by Caltrans. The Draft Initial Study/Environmental Assessment (IS/EA) should be ready for submittal to Caltrans by January, 2009. Design will be funded with local and Federal funds and is expected to be allocated in March 2009. Construction is expected to begin in June, 2011. In summary, additional Federal funds are needed to make up for the short fall due to the escalating cost of construction.

Funding Summary

City funds (Development Impact Fees)	\$4,500,000
Federal Appropriations (FY 2004)	\$ 800,000
Federal Appropriations (FY 2005)	\$ 500,000
Federal Appropriations (FY 2006)	\$ 500,000
Federal Appropriations (FY 2008)	\$ 750,000
TEA-LU (FY 2005-2009)	\$4,000,000
Est. Total Project Cost:	\$43.1 million

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***I-15 Corridor: Devore Interchange Improvements***
\$5 million (Lewis/McKeon)

Project Description

This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to by pass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to by pass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

Building this project will add a one-time benefit of \$437 million in economic output, 3,500 FTE one-year jobs, and \$144 million in wages. It will also generate at least \$11.98 million on state and \$1.74 million in local taxes. The cost of delay on the project is \$25 million per year based on the formula \$12-\$15/vehicle hour x 7500 vehicle hours/day x 250 weekdays/year = \$25 million.

Project History

SANBAG has designated the widening of Interstate 15 and the reconstruction of the Interstate 15/Interstate 215 Interchange in Devore as its highest priority through the Proposition 1B Trade Corridors Improvement Fund. This project will increase truck throughput and reduce delays in this heavily traveled section of San Bernardino County.

Project Status

SANBAG is currently in the preliminary engineering phase of the project. We are evaluating design alternatives and working on the environmental clearance document. We anticipate this will take until 2011.

Budgetary Estimate Summary (in \$000's)

Project Phase	Preliminary Engineering
Construction Start Date	November 2013

Est. Total Project Cost: \$375 million

Funding Summary (in \$000's)

Measure I	\$7,075
State – TCIF	\$118,012
Future Federal, State, Local	\$243,466
Total:	\$368,553

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***I-15 Corridor: La Mesa/Nisqualli Interchange***
\$5 million (Lewis/McKeon)

Project Description

This project connects La Mesa Road and Nisqualli Road by constructing an over-crossing and interchange connection to Interstate 15 at what has become the urban/commercial core of the Victor Valley and provide an improved East-West corridor from the Town of Apple Valley. The interchange will serve as a conduit across the freeway and help disperse traffic from existing interchanges at Bear Valley Rd. and Palmdale Rd. that were not constructed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in past decade. The design and right of way phases are fully funded. The design is at 60% completion. Right of way certification is scheduled for February 2009. The construction contract is scheduled for award in November of 2009. SANBAG's "Nexus Study," a study to determine the fair share contributions from new development, identifies \$30 million in development mitigation funds for the construction phase. The City has already committed \$46,577 (50%) of local funds to the project. The remaining \$30 million public share of the construction cost needs funding.

Budgetary Estimate Summary (in \$000's)

Project Approval / Environmental Document	\$1,070
Final Design	\$5,238
Right of Way	\$27,049
Construction	<u>\$60,000</u>
Est. Total Project Cost:	\$93,357

Funding Summary (in 000's)

Local – City	\$46,577
State – STIP	\$11,530
Federal Funding:	
Demo	\$1,200
RSTP	\$3,800
Section 115	<u>\$250</u>
Total Funds Committed	\$63,357
Total Funds needed	\$30,000

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS
FY 2010 Federal Appropriations Cycle

- ***I-15 Corridor: Ranchero Road Interchange***
\$3 million (Lewis/McKeon)

Project Description

The Ranchero Road/Interstate 15 (I-15) Interchange Project proposes to construct a new over-crossing, entrance and exit ramps with Interstate 15 in Hesperia. East-west mobility and access to and from I-15 are among the most significant transportation deficiencies within the Victor Valley. With the completion of the Ranchero Rd. Burlington Northern Santa Fe Railroad Undercrossing and the Ranchero Rd./I-15 Interchange, Ranchero Rd. will ultimately be widened from two lanes (one lane each direction) to six lanes and will serve as a super arterial roadway providing improved east-west mobility and access to I-15 to residents of Hesperia.

Project History

Ranchero Road Interchange is one of three phases of the Ranchero Road Corridor Project, which has been the City's highest priority transportation capital improvement project for the past several years. This is a regionally significant project that will improve East-West traffic circulation in the Victor Valley, reduce vehicle miles travelled, and improve safety response times for emergency vehicles.

Project Status

The project is currently in the Project Approval and Environmental Document (PA/ED) phase and is estimated to cost \$60 million. The City has committed \$30 million of Development Impact Fees, Redevelopment Agency Bonds, and Local Measure I Pass-through Funds to the project, in addition to the \$7.03 million of Prop 1B STIP Augmentation funds that were allocated to the project by the SANBAG Board.

Project Phases

Phase I involves construction of a new undercrossing at the BNSF Railway right-of-way. This phase received environmental clearance from Caltrans, acting as National Environmental Policy Act (NEPA) delegate to the Federal Highway Administration. Right-of way acquisition has begun, and design is nearing completion. Construction is slated to begin in 2009.

Phase II involves construction of a full-service interchange at Interstate 15, which will connect the improvements in phases I and III to the interstate system. This project is identified as Project SBD031279 in the Regional Transportation Improvement Program, and is currently in the Project Approval and Environmental Document (PA&ED) phase.

Phase III involves widening of five miles of Ranchero Road from the new undercrossing, through the unincorporated San Bernardino County, to Interstate 15. Design of this phase is also underway at this time and is being done in cooperation with the County. Construction is tentatively scheduled for 2009-10.

This month, Caltrans approved the Geometric Approval Drawings, and have given bridge design-type approval as well. NEPA clearance is anticipated by spring 2009, with right-of-way acquisition to immediately follow, and design expected to be completed in late 2009. Construction can commence in 2010-2011. It is anticipated that this project will create up to 250 construction related jobs.

Est. Total Project Cost: \$62 million

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***High Desert Corridor: Phase I/Interchange Project***
\$5 million (Lewis/McKeon)

Project Description

HDC, Phase I, is the first segment of a new highway linking the Victor Valley in San Bernardino County with the Antelope Valley in Los Angeles County. This project will provide new freeway access from the I-15 freeway to U.S. 395 and will provide new highway access to Southern California Logistics Airport (formerly George Air Force Base).

This project will enhance plans to expand the multi-modal capability for goods movement, with the added benefit of ultimately creating 10,000 jobs. The project is currently estimated to cost \$900 million to construct from US-395 in Adelanto to SR-18 in Apple Valley. The project is currently in the Project Approval & Environmental Document phase.

Project History

The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles area's more congested freeways. The HDC first received funding in TEA21 for the section between U.S. 395 in Adelanto and State Route (SR) 18 in Apple Valley. SAFETEA-LU designated a portion of HDC as E-220, however no funding accompanied the designation. Most of the route identified as E-220 falls outside of HDC, Phase I. It is important to distinguish between the phases when considering funding for the project.

Project Status

SANBAG requests \$5 million for costs associated with planning and design implementation for Phase I. Local match from Apple Valley/Victorville for Federal Funds have been received in the amount of \$2,460,000. SANBAG's "Nexus Study," a study to determine the fair share contributions from new development, identified \$38,220,000 in development mitigation funds for this project.

Additional Project Information

While SANBAG's advocacy effort focuses on support for funding for Phase I of the High Desert Corridor, SANBAG also support efforts to utilize public-private partnerships (P3's) authority to provide a broader array of funding types to support the delivery of this project.

Budgetary Estimate Summary (in \$000's)

Project Status	Project Development Stage
Project Phase	Current phase of project is in PA&ED
Construction Start Date	Late 2013

Est. Total Project Cost: \$900 million

Funding Summary

TEA-21 (Lewis)	\$7,500,000 – Phase I
SAFETEA-LU (Lewis)	\$4,000,000 – Phase I
SAFETEA-LU (McKeon)	\$800,000 – Phase II
2005 Federal Appropriations (Lewis)	\$3,000,000 – Phase I
2006 Public Lands (FHWA)	\$2,000,000 – Phase I

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS
FY 2010 Federal Appropriations Cycle

Transit Program

- ***Victor Valley Transit Facility***
\$3 million (McKeon)

Project Description

The new facility will be designed to accommodate an anticipated fleet of 145 vehicles in 2020. The Authority will be seeking a LEED (Leadership in Energy and Environmental Design) rating of Silver for the new facility design. Requested appropriation amount of \$30 million from FTA 5309 Bus/Bus Facilities.

Project History

The Victor Valley Transit Authority completed a Facility Master Plan in October 2004. As a result of that study the Authority has purchased a 15 acre site within the City of Victorville for the construction of a new facility to house administration, maintenance and operations functions. This new facility will replace the existing administration, maintenance and operations facility provided through a lease by the contract operator. The total amount being sought is \$30 million over multiple years, \$5 million of which is requested for FY2007.

Project Status

Construction documents for the facility project are in plan-check at the City of Hesperia. Site grading is complete; and the CNG fueling facility and some off-site improvements are under construction and expected to be completed by the end of December 2008. This project is estimated to create 250 jobs.

Budgetary Estimate Summary (in \$000's)

Project Phase	Phase I
Construction Start Date	May 2009
 Est. Total Project Cost:	 \$42 million

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

- ***San Bernardino Rapid Bus Project: sbX***
\$4 million (Baca)

Project Description

The San Bernardino Valley Express (sbX) will be the first of its kind to operate in the cities of San Bernardino and Loma Linda. sbX is a bus rapid transit (BRT) that will operate along "E" Street corridor between California State University, San Bernardino and Loma Linda University and the Jerry L. Pettis Memorial VA Medical Center in Loma Linda. BRT is a new high-tech, user-friendly system that will offer more frequent service, fewer stops, and higher average speeds than traditional bus service.

Project History

On December, 2005 a Major Investment Study was completed which resulted with Omnitrans, the City of San Bernardino, and the San Bernardino Associated Governments (SANBAG), adopting and approving the Locally Preferred Alternative (LPA). The LPA is the proposed alignment selected by several stakeholders and the general public whom were all involved in the two year process of selecting the LPA.

Project Status

SANBAG staff recommends requesting \$4.0 million for the construction portion of the project.

Funding Summary

\$ 400,000 in FY06 FTA Section 5307

\$2,400,000 in FY07 FTA Section 5307

Est. Total Project Cost: \$163 million

SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

FY 2010 Federal Appropriations Cycle

Unidentified Funding Category

- **Motorist Safety Project: Chino Corona Road**
\$3 million (Miller)

Project Description

The Chino Corona Road project is located in the newly annexed area of the City of Chino. This area is experiencing and will continue to experience significant commercial, industrial and residential growth. The transition from agricultural land uses to more urbanized uses is putting pressure on the existing transportation and road systems in the area. The Chino Corona Road Improvements relieve a great deal of this pressure by providing a link between Hellman Ave. and Pine Ave. The improvements include a new bridge crossing over the natural drainage and low spot area along Chino Corona Road. Due to inadequate drainage system, this segment of roadway becomes flooded every rainy season and was the cause of at least one fatal accident in January 2008. Currently, this area is closed during any rain event due to possible flooding. Since this area has been recently annexed to the City, the Developer's contribution covers 50% of the estimate cost of \$6,000,000. No other funding is currently designated for this project.

Located between Pine Ave. and Hellman Ave., Chino Corona Rd. will ultimately develop into a regionally significant East-West bypass transportation corridor and alternate truck route for commercial, agricultural and residential vehicles operating in and around the South Preserve community. Construction of a new bridge will ensure emergency vehicles have direct access to the new Preserve community and surrounding areas during inclement weather. The full benefits of this corridor will be realized when the County of Riverside makes the connection with I-15 and the City of Chino completes the Pine Ave. Extension project. The end result would be development of additional commercial projects and the creation of numerous job opportunities for the region. Furthermore, the improved Chino Corona Rd. will provide a vital safe alternate route for commuters from the cities of Chino, Chino Hills, Corona and Norco between Hellman and Pine Avenues. Finally, this project would provide significant congestion relief to existing regional arterials and local roadways.

Est. Total Project Cost: \$6 million

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: December 10, 2008

Subject: Guidelines for Identifying Potential Projects for the Multi-Year Federal Transportation Reauthorization Bill

Recommendation: 1. Approve guidelines for identifying potential projects for federal reauthorization (Attachment #1); and
2. Receive update on input from SANBAG's policy committees.

Background: The current federal transportation authorization act, also known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU), will expire after September 30, 2009. The national debate on the form, content, and funding provisions of the next authorization bill has already begun. This item is intended to Board approval for a set of guidelines to assist in identifying potential projects for the federal reauthorization bill.

SANBAG staff recommends the Board adopt the guidelines outlined in Attachment #1 to identify potential projects for the next federal reauthorization bill. The proposed guidelines are not intended to be a rigid checklist, but rather a tool to identify the most competitive projects in the region, which will be competing against other projects across the nation. These guidelines will aid in developing solid justification for the universe of projects advocated for by SANBAG.

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

SANBAG staff is working to develop a list of projects for the Board's review and approval and has been working with member jurisdiction to receive input.

Specific projects to consider as a part of this recommendation will be presented during future SANBAG meetings. SANBAG staff will continue to work with member jurisdictions to identify potential projects and will provide regular updates to the Board as the policy for SAFETEA-LU reauthorization takes shape.

Committee Feedback

During the month of November, this item was presented to the Administrative, Plans and Programs and Mountain Desert Committees. Additionally, SANBAG staff contacted each member jurisdiction to request input.

The attached document (Attachment #1) has been modified to incorporate committee recommendations on the guidelines to identify potential projects for the next federal reauthorization bill.

A Primer on Authorization vs. Appropriations

The authorization process is different than the appropriations process. Since the 1990's, the transportation authorization process has occurred approximately every five to six years to provide a long-range spending plan for transportation. The current authorization authority for transportation is called Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which will expire on September 30, 2009. SAFETEA-LU authorized formula spending, annual discretionary spending levels, and earmarks for specific projects; however, funds must be appropriated each year.

Anticipated Upcoming Schedule of Events

The House Transportation and Infrastructure (T&I) Committee Chairman Jim Oberstar intends to release a "detailed summary" of the House transportation reauthorization bill at the end of February, followed by a series of trips around the country to build support for the bill. The Committee hopes to vote on the bill by mid-April, followed by a House floor vote before Memorial Day.

Senator Barbara Boxer, chair of the Senate Environment and Public Works (EPW) Committee, has said she will follow the House, adding to the bill where Senate priorities are needed.

The next transportation authorization bill is likely to include an opportunity to advocate for specific projects. As such, SANBAG staff has developed guidelines to help identify potential projects for the federal reauthorization bill (please see Attachment #1).

Financial Impact: Funding for SANBAG's legislative program is consistent with the adopted SANBAG Budget Task No. 50309000. This item has potential benefits for SANBAG's transportation programs.

Reviewed By: This item is scheduled for review by the Administrative Committee on December 10, 2008. A previous version of this agenda item was reviewed by the Administrative Committee on November 12, 2008 (*Meeting chaired by Paul Eaton*), Major Projects Committee on November 13, 2008 (*Meeting chaired by John Pomierski*), Plans and Programs Committee on November 19, 2008 (*Meeting chaired by Mark Nuaimi*) and the Mountain/Desert Committee on November 21, 2008 (*Meeting chaired by Brad Mitzelfelt*)

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

Guidelines for Identifying Projects for Federal Reauthorization

San Bernardino Associated Governments (SANBAG) is formulating a strategy for the next transportation authorization bill, which is likely to include an opportunity to advocate for specific projects. Please assist SANBAG with identifying potential projects that will improve and maintain our existing transportation infrastructure in a manner that meets regional and national priorities by utilizing the criteria below:

- ***The nominated project is in the latest approved, conforming Regional Transportation Plan (RTP) AND in the Measure I (2010-2040) Expenditure Plan. (YES/NO)***
Inclusion of a project in the approved, conforming RTP and in the Measure I expenditure plan demonstrates regional need, a financial commitment, and consistency with requirements to improve air quality.
- ***The nominated project has completed National Environmental Protection Act (NEPA) clearance or is in the clearance process. (YES/NO)***
Projects that receive federal funds must complete the NEPA clearance process. Projects that have already completed or that are about to complete the NEPA process are considered more competitive.
- ***The nominated project is in the Regional Transportation Improvement Program (RTIP). (YES/NO)***
The RTIP is a 5- year programming document that includes all regionally significant projects, regardless of funding source. Candidate projects not in the RTIP would have to be amended in, resulting in delay.
- ***Federal funding for this project would save Measure I funds for other projects. (YES/NO)***
Federal funding for the nominated project would supplant Measure I funds, which could, in turn, be moved to other projects important to SANBAG.
- ***The nominated project is a freeway improvement, freeway interchange improvement, grade separation, rapid bus project (BRT), light rail, or commuter rail project. (YES/NO)***
According to SANBAG's Measure I strategic planning process, particular emphasis has been given to the types of projects listed above. Nominated projects fitting one of the above descriptions are also more likely to match priorities in the next federal authorization bill.
- ***The nominated project is on a trade corridor of national significance and/or a High Priority Corridor on the national highway system. (YES/NO)***
Trade corridors of national significance are key freight corridors as defined by Congress, which includes I-10, I-15 and the Alameda Corridor East. Nominated projects along I-10 and I-15 may include interchange and mainline improvements. Alameda Corridor East grade separations also meet this criterion.
- ***Nominated Valley freeway interchanges: in the top 10 of the interchange prioritization list. (YES/NO)***
Nominated Valley freeway interchanges should be among the top 10 of SANBAG's interchange prioritization list.
- ***For Valley or Victor Valley interchanges or grade separations, the development share is committed. (YES/NO)***
The development share has been identified and committed for the nominated project.
- ***Nominated Grade Separations: top ten on prioritized list AND already federalized, OR amount of proposed federal funding more than offsets the reduction in railroad contribution and cost of delay associated with NEPA compliance. (YES/NO)***
Grade separation projects that are already federalized are preferred.
- ***The nominated project will be able to start construction by 2014-15. (YES/NO)***
The nominated project will have completed all pre-construction phases in time to begin construction by 2014.
- ***The nominated project is supported by multiple jurisdictions. (YES/NO)***
The nominated project is supported by multiple jurisdictions.
- ***Nominated the project is a vital connector for the highway system and/or inter-jurisdictional. (YES/NO)***
The nominated project is a vital connector to/from the state or federal highway system, which may also be a vital connector to the state. Vital connectors may also include projects that will enhance the inter-jurisdictional mobility.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996